

# Worksession

<b>Agenda Item #</b>	9
<b>Meeting Date</b>	July 6, 2004
<b>Prepared By</b>	Rob Inerfeld Senior Planner
<b>Approved By</b>	Richard M. Finn City Manager

<b>Discussion Item</b>	Update on Carroll Avenue Streetscape Project
<b>Background</b>	<p>This project last came before the Council on March 15, 2004 when HCD staff and KCI representatives presented the conceptual design for Carroll and Laurel Avenues.</p> <p>The residential section of the project is funded by a State grant for which the funds needed to be encumbered by June 30. Because there was no way that this schedule could be met, it was necessary to create a work order for this section of the project with VMP, the company that is already under contract to perform street work for the City. Staff propose that this work order be extended to encompass the rest of the Carroll Avenue section of the project and that the Laurel Avenue section be bid out separately. Tonight, staff will be presenting the final modifications to the conceptual design for Carroll Avenue based on approvals from SHA and additional community input on streetscape elements.</p> <p>Since the March 15 Council meeting, the focus for the project has been on obtaining SHA approval for several exceptions to the agency's design standards requested by the City, finalizing agreements with property owners, soliciting proposals for the public art component of the project, and seeking community input on streetscape amenities.</p> <p><u>SHA Design Standards</u></p> <p>The design exceptions requested by the City were in response to community concerns regarding the safety of the roadway. Design and engineering was delayed while SHA reviewed the proposal. We have recently been notified that SHA will approve most of the exceptions requested. The approved exemptions include tighter turn radii, two additional crosswalks at the intersection of Carroll Avenue with Park and Columbia Avenues, and 10.5 foot wide driving lanes.</p> <p>Now that SHA has made decisions regarding the requested exceptions, KCI will resume work on the design and engineering of the project. A revised project will be presented at the Council meeting.</p> <p><u>Public Art</u></p> <p>A total of six proposals for public art, to be included in the sidewalk along the residential section of the project, were received from area artists. Each were reviewed by a committee of the Arts and Humanities Commission with two proposals forwarded to the Old Town Carroll Neighborhood Association for comment. Considered in this review process was not only the artistic merit of the</p>

	<p>proposal but its long term maintenance requirements.</p> <p><u>Streetscape Amenities</u></p> <p>During the last couple of months, staff sought community input on the type of pedestrian scale lighting that should be installed in the residential section of Carroll Avenue as well as on the species of street trees that will be installed.</p> <p><u>Donation of Land for Public Right of Way</u></p> <p>All fourteen of the affected property owners along the south side of Carroll Avenue have verbally agreed to donate land to accommodate the proposed sidewalk and landscaping improvements with ten donating five feet of property and the remaining owners donating two feet. Three of the owners donating two feet are adjacent to the fire station property where the houses are sited closer to the street.</p>
<b>Policy</b>	Enhance pedestrian and bicycle access to shops, transit, schools, and other community facilities by improving pedestrian safety and providing wide, tree-lined sidewalks throughout the area. Support strengthening the streetscape from Takoma Junction to Takoma Old Town. Improved pedestrian connections and image from the Junction to Old Town to the Takoma Metro in the District of Columbia are needed. (Takoma Park Master Plan)
<b>Fiscal Impact</b>	A total of \$650,000 is available for this project and is to be entirely paid for by State and County grant funds.
<b>Attachments</b>	Information distributed to community regarding trees and lighting choices.
<b>Recommendation</b>	Review and approve Carroll Avenue design.
<b>Special Consideration</b>	

## **We want to hear from you!**

The City is seeking additional comments for the Carroll Avenue Streetscape ASAP. Please look at the material below and send us your comments via e-mail, fax, phone, or post.

### **Lighting:**

The City will be selecting a lamp style for the residential portion of the south side of Carroll Avenue between Columbia Avenue and Philadelphia Avenue.

By the late nineteenth century, the City of Takoma Park had both electric and gas lamps. Generally, at that time lamp posts were made of iron.

“Transportation of iron lamp posts by wagon was expensive, even for short distances. Most towns used local foundries to manufacture their municipal iron products including their lamp posts. These locally produced cast iron lamp posts have provided a rich heritage of designs that are unique to specific cities and towns across the United States.” (Excerpted from the Antique Street Lamps company catalog, Austin, Texas)

Currently there are many more material and design options available. Street lamps may be less expensive, more resistant to salt corrosion, easier to install and maintain, and better at directing light where it is needed. While today’s street lamps are manufactured of different materials, many companies offer lamps with similar designs to those installed a hundred years ago and also those existing today in Old Town and Takoma Junction.

Shielding and cutoff reflectors placed inside lighting fixtures greatly reduce glare and light spillage onto private property and the night sky. New technologies, such as metal halide and induction lighting can provide very high color rendering at lower light levels. Lighting fixtures now may refract light towards the street and sidewalk and away from the sky. There is also a greater range of more efficient and longer lasting bulbs.

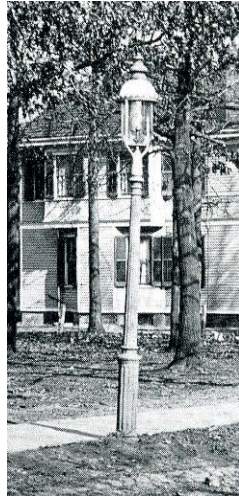
Takoma Styles:

### **The first half of the 20<sup>th</sup> Century**

Historic photos are courtesy of Historic Takoma, Inc., and may be viewed in “Takoma Park: Portrait of a Victorian Suburb 1993-1983”).



Cedar and Carroll  
Streets NW, before  
underpass was built  
(gas lamp)



Carroll Street NW  
near Maple Street  
(gas lamp)



Cedar Street NW  
underpass, east  
(electric lamp,  
1918)



Eastern Avenue  
between Carroll  
and Laurel Avenues  
(electric lamp, 1940s)

### Currently existing in Old Town and Takoma Junction

Old Town  
Park



Takoma Junction



Gazebo



**Choices:**

These choices are offered as they have a strong design relationship to the dominant pole and fixture types already installed in Old Town and Takoma Junction (no drawings are to scale).

A: Match Old Town

B: Similar to Takoma Junction  
and historic style.

C: Similar to  
historic style



Mariner post with  
“New Oxford” fixture



Washington post  
with acorn and  
finial fixture



Washington post  
with globe fixture

(Images are not to scale)

## Tree Proposal (Posted on Carroll Avenue website)

Please comment on the tree proposal by sending an e-mail, fax, letter, or calling us at the contact information below ASAP.

The City will be planting new and replacement trees in the public right-of-way. Many existing trees are severely stressed due to adverse heat, soil, and water conditions, which increase susceptibility to disease and reduce growth and lifespan. Some trees require more space for roots than provided in tree boxes (tree pits). Others have lost tops due to utility lines that reduce available growth space. Some tree boxes have dead, dying, or long-removed trees. In addition, where new sidewalks are proposed, the reconstruction work will damage the tree to where future healthy growth is unlikely. Where possible, existing trees in good condition will be retained, and tree boxes widened.

In areas where the sidewalk will be reconstructed, the new tree boxes will be considerably larger and structural soils may be added under the paving materials. New tree boxes will be spaced in accordance with the mature dimensions of the new trees. In some locations there is an opportunity to replace one tree box with two.

All proposed trees are based on availability.

The City would like to install trees between 1½ -3 inches in caliper. There are advantages to smaller and larger caliper trees, and the City will choose tree sizes based on availability of selected species at a reasonable price.

### Laurel and Carroll Avenues Commercial Area Sidewalks

Type	Tree Size	Under Utility Lines	Tree Box Size
Lacebark Elm	Medium	Possible	Medium/Large
Serviceberry	Small	Yes	Small
Sourwood	Medium	Yes	Small/Medium
Sycamore/London Plane	Large	No	Large
Yellowwood	Medium	Yes	Small/Medium

These trees will survive urban conditions, have a variety of sizes for specific locations and exhibit a variety of ornamental features such as canopy, seasonal flowers and berries, bark variation, and leaf shape. The mixture of sizes and tree types overtime will give the commercial district texture through the seasons. Many of these trees are native and will improve the urban bird habitat.

### Laurel Avenue Median

Type	Tree Size	Under Utility Lines	Tree Box Size
White Oak	Large	No	Large

The White Oak is the Maryland State tree and the native canopy. While slow growing, it is an extremely hardy tree that will withstand the harsh conditions in the median. The very large spreading branches will shade the street in the summer and create dramatic patterns in the winter. Deep red-purple foliage in the fall, White Oaks provide a show all year.

#### Carroll Avenue Residential Sidewalk

Type	Tree Size	Under Utility Lines	Tree Box Size
American Elm (Dutch Elm Disease resistant)	Large	No	Large
White Oak (second choice)	Large	No	Large

The American Elm is famous for its graceful vase-like canopy. New cultivars of the American Elm are highly disease resistant. The long, straight residential portion of Carroll Avenue is the most suited to showcase a row of the stately native tree.